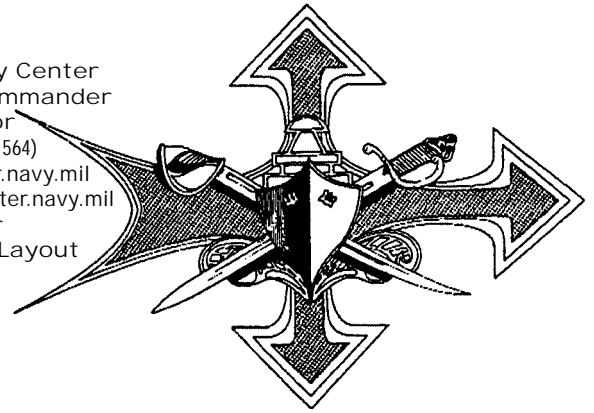


SHIPS' SAFETY BULLETIN

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October-December 2000

Suggested routing should include CO, XO, department heads, division officers,
CMC, CPO mess, petty officers' lounge, work-center supervisors, and crew's mess.

Blanks provided for initials following review:

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I'd Rather Fight Than Switch

*By Lt. Tom Weston,
Naval Safety Center*

Those words from an old slogan express how I felt when I heard the Navy was going to replace the Scott EEBD I had grown to know during the last 16 years. I have to admit, though, now that I've seen the revised training video for the new Ocenco EEBD, worn the unit, and gotten answers to all my questions about it, I'm ready to make the change.

My early concerns were some of the same ones expressed by many fleet users. We wanted to know about reported problems with excessive donning times, difficulty opening the units, inadvertent release of oxygen, shortened usage times, hood fit, breathing-bag construction, nose-clip usage, mouthpiece fit, fire-retardancy, and air quality.

These problems caused ComNavSurfPac to suspend purchases of the Ocenco EEBD in November 1999. A month later, NavSea directed an inspection of these EEBDs aboard all fleet units. In January 2000, ComNavSurfPac held a meeting to discuss the inspection and test results aboard Pacific Fleet units, and in February, ComNavSurfPac rescinded the moratorium on purchasing Ocenco EEBDs.

In April, NavSea and InSurv hosted a meeting to discuss the inspection and test results of Ocenco EEBDs aboard Atlantic Fleet ships. I attended that meeting. Areas that were highlighted as requiring immediate resolution

included training, hood and nose clips, and premature oxygen depletion. Here is how the participants addressed these points:

The rapid introduction of the Ocenco EEBD to the fleet far outpaced distribution of the then-inadequate training tools. The original video has been revised and is available through Ocenco. There also is an Ocenco M-20.3 EEBD trainer that comes with three mouthpieces. The trainer does not come equipped with a hood. According to NavSea, the hood is not part of the breathing circuit, and its use is optional.

The National Institute of Occupational Safety and Health requires the Ocenco nose clip, and it will be retained in the manufacturing process. However, NavSea has recommended that all fleet units stop using the hood. The best way to accomplish this recommendation is to leave the hood in the folded position after inserting the yellow mouthpiece. You should not try to remove the hoods from EEBDs in service because you might activate them.

People from NavSea and Ocenco did a quality review at the Ocenco plant to investigate depletion of oxygen cylinders. That review identified an assembly flaw in the pressure gauge of some Ocenco EEBDs, which caused an oxygen leak and premature depletion. The flaw was traced to one manufacturer who, as of Dec. 7, 1999, no longer supplied that part.

Although most of the defective units were identified, a chance still exists that some Ocenco EEBDs may contain the flaw. Any unit that has a manufacturer date of December 1999 and that has not been inspected by ship's-force personnel should be inspected immediately. Depleted units (with needle in the red zone, below the green zone of the pressure gauge) should be returned to the manufacturer with a copy of the QDR (quality deficiency report).

During my personal test of the Ocenco EEBD, I breathed effortlessly for 12 minutes and noticed the air gauge was only slightly below the green zone. My jaw was a little tired after biting the mouthpiece that long, but during an emergency egress, I believe the thought of saving my life would take precedence over a little jaw fatigue.

Perhaps you have other concerns about the Ocenco EEBD. If so, you may find the information you want in the list of questions and answers that follow:

Q: What is an Ocenco EEBD?

A: A self-contained, escape-breathing apparatus equipped with a 10-minute supply of oxygen and a lithium-hydroxide scrubber that removes CO₂ from the user's exhaled breath. It is used to provide respiratory protection for a successful escape.

Q: What is the shelf-life of an Ocenco EEBD?

A: Fifteen years (bulkhead-mounted) or five consecutive years on the belt before returning to a bulkhead-mount for 10 years.

Q: How do I order the training video?

A: Commands outfitted with the Ocenco EEBDs and not having the latest revision (Rev.2) should contact Cathy Carpenter, Coastal Systems Station, Code A53, at (850) 234-4653 (DSN 436), e-mail carpentera@ncsc.navy.mil.

A: Coastal Systems Station
6703 West Highway 98
Panama City, Fla. 34207-7001
Attn: Cathy Carpenter or Mark Black
(Code A53)
(850) 234-4452 (DSN 436)
fax: (850) 234-4775

Q: Is there a trainer available? If so, what are the differences between it and a real Ocenco EEBD?

A: Yes, a trainer is available. It's light blue and comes in a light-blue stowage case. It

comes equipped with three mouthpieces but does not have a Teflon hood, a 10-minute supply of oxygen, or a lithium-hydroxide scrubber.

Q: Are there any disposal restrictions for expended EEBDs?

A: Yes. Expended Ocenco EEBDs must be disposed of as hazmat in accordance with MIP 6641/004, MRC U-4. Send them to Ocenco with a return material authorization (RMA) obtained either from the web site (<http://www.ocenco.com/rma/>), or you may request one by writing Ocenco. The address is 10225 82nd Ave., Pleasant Prairie, Wis. 53158-5801.

Q: Is the Ocenco EEBD supported by the Navy supply system?

A: Yes (also see EEBD AEL 2-330024030-37 and EEBD trainer AEL 2-330024062). Use these part numbers and NSNs:

Part No.	NSN
M-20.2 EEBD	HM4240-01-439-5937
M-20.2 EEBD Trainer	1HM4240-01-459-0078
M-20.2T Mouthpiece Assy. (2)	1HM0099-LL-H52-7817
M-20.2T Mouthpiece Mounting Kit	HM0099-LL-H52-7818
(Note: The video erroneously lists this kit as "M-20.2T Mouthpiece Mounting Assembly" under "NSN: HM009-LL-H52-8918." Do not use this number.)	
M-20.2T Activation Cable Kit	1HM0099-LL-H52-7819
M-20.2T Neck Harness Assy.	1HM0099-LL-H52-7820
M-20.2T Nose Clip Assy.	1HM0099-LL-H52-7822
M-20.2T Band Assy.	1HM0099-LL-H52-7823
M-20.2T S Hook	1HM0099-LL-H52-7821
Ocenco Part Number	
M-20.2 Stowage Rack	348061
M-20.2T Training Video	940013
M-20.2T Secondary Container	648051

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Flangehead Asks: Are Your Water Heaters Getting All Steamed Up?

*By MMC(SW) Philip Anderson,
Naval Safety Center*

You open the door to a head, and the humid heat is stifling. In the corner of the space, two water-heater valves are wisping steam, water leaks from the little pump nearby, and wires hang from what looks like a thermostat switch. Shaking your head, you get in the shower thinking, "When is someone going to fix that water heater?" First, the water is too cold, then it gets so hot you feel like a steamed clam. Disgusted, you get out of the shower, put on your coveralls, and head back to work.

Sound familiar? It probably does, because we find many common problems during safety surveys. Here are some samples:

- Leaking valves and recirculation pumps. These conditions contribute to increased space temperatures, accelerated corrosion and flooding, and excessive use of potable water.

- Deteriorated or missing lagging. These elements lead to high space temperatures. They also pose a burn hazard.

- Hot water delivered at the wrong temperature. Several factors can affect this problem. First, the steam-admission valve may not be working properly. Maintenance people should set and lock this valve to prevent tampering. Our surveys, however, reveal many of the valves are missing locking devices, or the devices are left unlocked. Second, some thermostats are set to the wrong temperature. Water heaters for crew wash rooms are required to be set at 120 to 130 degrees F. Water heaters supplying the galley (including the grease-interceptor hoods, pot-sanitizing sink, and scullery) or laundry are required to be set at a minimum of 160 degrees F (if booster heaters are available) to 180 degrees F. NSTM 533 (Potable Water Systems) out these requirements in Section 2. Thermostats are electrical components that should be set and maintained by maintenance people only. Crew tampering is usually the cause of improper settings on heater thermostats and steam-admission valves.

- Open electrical connections, thermostat covers open or missing, high-temperature warning lights broken or missing. These dis-

crepancies present a serious shock hazard.

- Hazardous material stowed in the immediate area of the water heater. Aerosol cans and paint never should be stowed in a space with high temperatures or steam lines.

What can you do to get these problems fixed?

Make a list of all of them, then place a trouble call with the division responsible for maintaining the water heaters. They never will get fixed until someone documents them.

Maintenance people should do weekly inspections of the water heaters to ensure proper operation and material condition.

Properly maintained water heaters are important to the crew's quality of life. Most problems are easily corrected once maintenance people are notified. Keeping your shipmates from tampering with the heaters is the best way to ensure reliable operation.

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Nets No Longer Required

*By BMC(SW) Mike Thibault,
Naval Safety Center*

The new SAR Manual (SAR 3-50.1A) contains several changes. One is found in the shipboard-recovery section, and it deals with embarkation/debarkation nets. According to the revised manual and the SAR model manager, these nets are no longer required during shipboard recovery.

Because of the many changes in the new manual, we urge you to review it carefully.

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Who Owns That Climber-Safety Rail?

*By ETC(SW) Jeff Miller,
Naval Safety Center*

Operations thought engineering was doing PMS on a rail, and engineering thought combat systems was doing the PMS, but, in the end, no one was doing anything. I'm the last person to tell you which division has to do PMS on ladders and rails, but, if I'm sending my people up them, I'm going to make sure someone does the PMS. If you own a mainmast, superstructure freeboard, kingpost, exhaust stack, SLQ-32 array platform, CIWS, or other such equipment, and a climber-safety rail goes up its side, you're responsible for ensuring someone does the required PMS.

When working aloft, there are three MIPs that cover the areas to be maintained. The first is MIP 6231/002, which covers the rails, the safety harnesses, and the safety-climber sleeves. The second is MIP 6641/003, which covers vertical ladders—an item found on the PMS list of damage-control petty officers (DCPOs). Many people tell me they don't carry this PMS item on their PMS schedule because it's on the boards for DCPOs; however, you need to check their EGLs to be sure. In most cases, DCPOs have not been carrying all of the exterior vertical ladders.

The third MIP is 6121/003, which covers the safety lines and safety rails protecting you when you get to the aloft platforms. I had one person tell me the Navy had eliminated this maintenance, but I'm here to tell you, the requirement is back—if it ever left. Many times, the securing clips on safety lines are so corroded they no longer close. Don't you recognize this clearly shows it's time to replace the clips? No safety line has ever helped anyone if it's just hanging from its shackled end. It has to be unclipped to let you pass and reattach immediately after you pass. Your safety rails also need to have all their securing pins in place, and, if they are glass-reinforced plastic, you need to inspect them for cracks or deterioration.

Working aloft is dangerous enough without overlooking the material condition of the equipment that helps you get there and keeps you there until the job is done. Look at the divisions that own those areas where climber-safety rails are installed and make sure someone does the required PMS. If you only think

another division is doing the maintenance, make sure it shows on their boards. Also make sure the other division's equipment guide lists (EGLs) list all your equipment.

Remember, feelings rarely are hurt when an oversight is discovered before a mishap. A visual inspection usually will tell you if PMS is being done on equipment. We're not talking about a gun-deck issue; this is simply an oversight in scheduling that can easily be eliminated.

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Reporting Requirements Change

*By ETC(SW) Jeff Miller,
Naval Safety Center*

Effective immediately, you no longer have to send sonar-dome dive reports to the Naval Safety Center. Instead, mail them to the Carderock Division, Naval Surface Warfare Center (NSWCCD-SSES). A technical group there will use these reports to analyze information for dome-entry periodicity.

According to PEO UNSEAWAR letter 9465 ser PMS 411/687 of 12 August 99, technical manuals NavSeaSysCom S9165-AH-MMA-010 and S9165-AE-MMA-010 will be updated to reflect the change in routing requirements in the next printing of technical changes. Here is the new mailing address for your sonar-dome dive reports (and any questions concerning them):

Commanding Officer
Naval Surface Warfare Center,
Carderock Division
Naval Business Center
Philadelphia, PA 19112-5083

Attn: M. Bresnan (Code 9233), Bldg. 4

You still must report mishaps associated with dome dives according to Appendix A6-D of OpNavInst 5100.19C, with change 2.

NSWCCD-SSES Point of Contact:

Mr. M. Bresnan (Code 9233)
(215) 897-7880 (DSN 443)
(800) 322-7379

e-mail: bresnan@mailgate.navsses.navy.mil

NavSafeCen Point of Contact:

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e-mail: jmiller@safetycenter.navy.mil

New Ships, Different RadHaz Restrictions

By Lt. Jim Moss,
Naval Safety Center

The calls keep coming about radhaz areas on the DDG 51-class ships. If you think you may be in such an area, I urge you to use some time-critical operational risk management (ORM) and get yourself and all others out of the area.

One of the best people to see with questions about radhaz aboard Aegis ships is the combat systems officer of the watch (CSOOW). He has access to charts that display all the radiation areas.

In the meantime, check out the information we've posted on the Naval Safety Center web site at <http://safetycenter.navy.mil/afloat/surface/CombatSystems/CSdefault.htm>.

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Keep Your Training Current

By Lt. Jim Moss,
Naval Safety Center

If you're looking for safety training videos, the place to visit is the web site for the Defense Automated Information System/Defense Instructional Technology Information System (DAVIS/DITIS)—not the Naval Safety Center. We do not maintain a video library. The DAVIS/DITIS site contains the searchable listings and descriptions for thousands of audiovisual productions, videotapes and interactive multimedia instruction (IMI) products used by DoD. You can reach the DAVIS/DITIS site at <http://dodimagery.afis.osd.mil>.

Just by clicking on "search DAVIS/DITIS" in the left column, you can order videotapes on line. Make your selection, complete the order form, and send the request on its way. IMIs are not centrally distributed. You need to contact the life-cycle organization identified for each IMI title for ordering information.

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Take Care of Your Thermostatic Switches

By Lt. Len Milliken,
Naval Safety Center

If a ship's ventilation system isn't secured properly during a fire, your firefighting efforts will be wasted. An important part of that system is the exhaust-damper thermostatic switches. These switches control the grease-interceptor hoods installed over each steam kettle, roast oven, bake oven, convection oven, griddle, fry kettle, deep-fat fryer, and range in shipboard galleys.

Maintenance for these switches often is overlooked because of the difficulty in finding them. They're usually in the overhead, in the transition piece at the exhaust-duct take-off in each space containing a grease-interceptor hood. You can find more information about the exact location of the switches in GenSpec/GSO 512.

The maintenance requirement for these switches, as noted on MIP 5121/Z01, should be carried by E-division. The MRC isn't difficult to follow, but it does involve the use of King Nutronics model 3603 or 3604 temperature-test equipment. If maintenance people can't get satisfactory results with the thermo-unit tester, they can test the switches using the metrology automated system for uniform recall and reporting (MEASURE) program. With the proper maintenance, these switches will open at a temperature of 250, plus or minus 5 degrees F, and secure ventilation in the galley.

If you don't want a fire spreading quickly throughout your ship, take time to find all your thermostatic switches and do the required maintenance on them.

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What Have You Done for Me Lately?

*By Lt. Leo Murphy,
Naval Safety Center*

If you haven't read your industrial hygiene (IH) report lately, I strongly recommend that you do because this report is an essential tool in managing your Navy occupational safety and health (NavOSH) program.

Section A0303b of OpNavInst 5100.19C requires each ship to have a baseline IH survey. This report identifies and evaluates hazards found throughout your ship and suggests ways to control them. The baseline IH report should contain these items:

- A list of noise-hazardous equipment and areas
- A list of sight-hazardous equipment and areas
- Detailed respirator requirements, listed by area and operation
- Assessments of general (hazmat-stowage lockers) and local exhaust (flex-duct, welding-fume exhausters) ventilation systems
- A list of medical-surveillance requirements
- A list of required personal-protective equipment.

In other words, the IH report is the starting point for establishing your NavOSH program. You should refer to it often to make sure your program is effectively ensuring a safe and healthy working environment.

The baseline IH report is a stand-alone document that may require updates as changes occur in the workplace. Examples of these changes include introducing a new work process, introducing a modification to a ventilation system, or introducing a new hazardous material. These changes could affect the original assessment made by the industrial hygienist and render the prescribed corrective measures ineffective. An update also can be done at the discretion of the CO. Address requests for updates to the IH report to the supporting industrial hygienist in your area, either at a Navy Environmental and Preventive Medicine Unit or a medical treatment facility.

You also can use the IH report as an effective training tool. Increase the hazard awareness of shipmates by having them read the sections of the report that pertain to their work centers and the processes in which they are involved.

They'll better understand why safety precautions and personal-protective equipment are needed.

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An Eager Beaver Pays the Price

*By HMC(FMF) Delfena Mitchell,
Naval Safety Center*

Ignoring written instructions and verbal orders, a seaman went to the pier where his ship was berthed, with plans to start painting the ship's side. He was going to use a paint float positioned alongside.

The problems with the seaman's plan started with the fact it was lunchtime, and no petty officers were on station to serve as a safety observer. He also disregarded the requirement to have at least one assistant on the deck or pier.

Out of the corner of his eye, a shipmate working on the forecastle saw the seaman get ready to jump onto the paint float. As he turned back to his own job, the shipmate heard a splash. Glancing in the water, he saw the seaman struggling to swim. He ran to the quarterdeck and reported what had happened, then hurried to the paint float to help the seaman. Meanwhile, the OOD called away the duty corpsman to the pier.

The seaman was out of the water by the time the duty corpsman arrived. He was coherent but couldn't remember what had happened or what time of day it was. He had an abrasion on his head and complained of pain in his tailbone, so the corpsman immobilized him and called for an ambulance.

The seaman's eagerness to get the job done could have cost him his life. Who knows what may have happened if the shipmate hadn't seen his distress? This time he got away with a bruised back, a bump on the head, an unexpected swim, and a ride to a hospital. If there's a next time, it might be a lot worse.

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How Much Do You Love Yourself?

*By HMC(FMF) Delfena Mitchell,
Naval Safety Center*

A Sailor wearing safety glasses with one lens missing drops his can of paint and gets it in his eye. Another lifts his goggles while pouring paint thinner and also gets an eye full. Yet another chooses not to wear electrical gloves and receives a shock while working on energized equipment.

As I review mishap reports like these, I frequently wonder what makes the Sailors disregard the need to protect themselves and choose not to wear personal-protective equipment (PPE). Why wouldn't they want to follow the PPE requirements listed for various jobs in Chapter B12 of the NavOSH Program Manual for Forces Afloat (OpNavInst 5100.19C), with change 2, and MRCs?

If you don't have access to the proper PPE to do your job, it's your responsibility to let your chain of command know. It's also your responsibility to wear the prescribed PPE. Wearing the wrong type or using some that doesn't work is like playing Russian roulette. You never know when you may need that last line of defense against a workplace hazard.

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Some Eyewash Stations Not Measuring Up

*By Lt. Leo Murphy,
Naval Safety Center*

Portable eyewash stations are required to have a minimum flow rate of 0.4 gallons per minute for a minimum of 15 minutes, according to paragraph B0508 of OpNavInst 5100.19C (with change 2). To ensure you achieve this flow rate with portable, gravity-fed eyewash stations, it is necessary to use those that have sufficient water capacity.

What you have to remember is that the water-flow rate is caused by gravity pushing down on the water. Therefore, the weight of the water creates the required flow rate at the

eyepieces. As the water drains and the weight is reduced, the flow rate also is reduced. Don't forget, too, that the eyepieces on some common models are about 4 inches or more from the bottom of the water reservoir. Thus, when you're relying on gravity, water below the level of the eyepieces won't flow out.

Sixteen-gallon eyewash stations have an adequate water capacity to ensure a reliable flow of water for the required time. The NSNs for the 16-gallon, portable, gravity-fed eyewash stations are listed in paragraph B0508b of OpNavInst 5100.19C (with change 2).

We recommend that you survey your portable eyewash stations to ensure they meet the required 15-minute flow-rate requirement. Replace all stations that don't measure up.

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Don't Forget the Alligator Clip

*By EMCS(SW) Keith Churchman,
Naval Safety Center*

The alligator clip on shorting probes must be secured mechanically and soldered in place to ensure electrical continuity when discharging components to ground. However, we find many alligator clips that have been overlooked. Inspect your shorting probes, using MRC S-6 of MIP 3000/001 series, and never ground voltages that exceed the maximum safe rating of your probe.

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Are You Among the Last To Know?

By LCdr. Michael White,
Naval Safety Center

That seems to be the case with more and more deck types when it comes to finding out about changes to references and publications. If that's true with you, here are some tidbits I've picked up, which may prove useful:

Embark and debark nets no longer are required on the forecastle. Reference: SAR Manual, NWP-3-50.1A.

Manrope knots on boat davits are to be spaced evenly; they no longer have to be 18 inches apart. Reference: Paragraph 583-9.2.26, NSTM 583 (Boats and Small Craft).

Life-raft sea painters no longer have to face aft; they just need to be attached to a ship's structure. Reference: PMS for inflatable life rafts Mk-6 and Mk-6 mods 2 and 3; S-1R MIP series 5832.

Details about a rib-canopy arrangement can be found in NavSea Drawing No. 24RB-613-6335647.

Trunk-safety net modifications can be found in NavSea Drawing No. 804-5184163 Rev A, dated 12/21/1988.

Mk-1 life preservers are authorized for all shipboard evolutions, except for personnel riding aircraft and performance of hot-work or other activity, which may damage the life preserver. Phase-out of the Mk-5 auto-inflatable utility life preserver (AIULP) was first authorized by the referenced message. References: NSTM 077 (Change 3), Section 2, Life Preservers, paragraph 077-2.1.2; and ComNavSea-SysCom Washington, D.C. message DTG 050320Z Nov 97 (NOTAL), POC: Mr. Dennis McCrory, (703) 602-1845, Ext. 187.

The Wet Well Operations Manual (ComNavSurfLantInst and ComNavSurfPacInst 3340.3C) has been updated (29 June 1999).

Wet-well draft markings, consisting of Arabic numerals 6 inches high, must be installed close to the forward and after ends and at the middle of the well aboard LSDs, LHDs, LHAs, and

LPDs. The numerals must be painted yellow. More information can be found in General Specifications for Overhaul of Surface Ships (GSO) Section 603 (Draft Markings).

As I track down more information, I will pass it along in *Fathom* or *Ships' Safety Bulletin*. I'll gladly accept any information you have to keep the deck community aware.

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Are Your Davits Safe?

By LCdr. Michael White,
Naval Safety Center

I ask that question because of what we've found during the last several safety surveys. For example, Sailors are maintaining a recently installed vest davit with no PMS coverage, which we addressed in NavSafeCen Afloat Safety Advisory 5-00 (ComNavSafeCen 051930Z May 2000).

We also found Sailors aboard some ships improperly attaching manropes to slew-arm davits. As designed, slew-arm davits don't require manropes (see figure 583-9-7 of NSTM 583, Boats and Small Craft). NavSea 05P8 states that manropes are not authorized. For more guidance about manropes to davits, contact either of the points of contact listed below.

NavSea Point of Contact:

Mr. John Bednarek (05P8)
(703) 602-1845, Ext. 187 (DSN 332)
e-mail: bednarekjf@navsea.navy.mil

NavSafeCen Point of Contact:

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COMMANDER, NAVAL SAFETY CENTER, 375 A St. NORFOLK, VA 23511-4399

This professional flyer is approved for official distribution to the surface force and to their appropriate staffs, schools and other organizations. The information is designed to advise Department of the Navy personnel of current and emerging safety concerns to enhance their professional development and improve operational readiness.